

BookletChart™



Columbia River – Bonneville to The Dalles

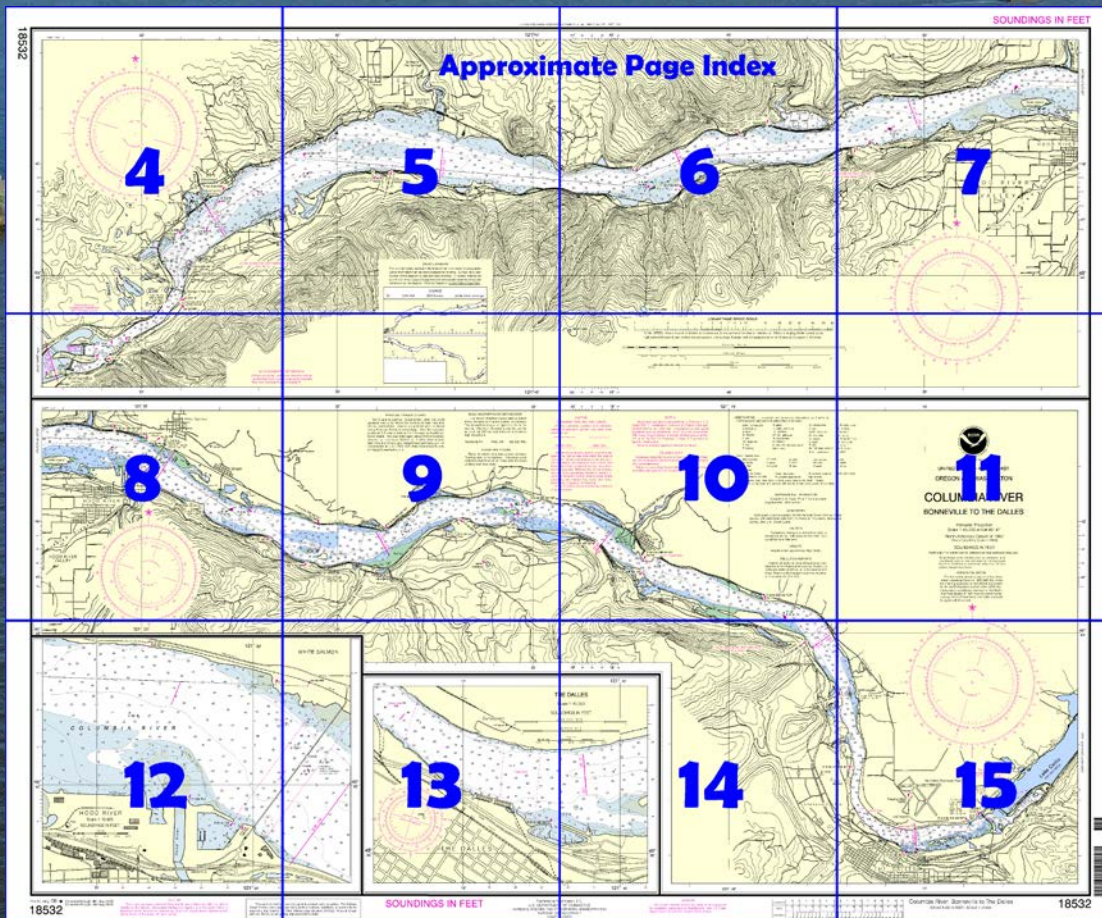
NOAA Chart 18532

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=7.



(Selected Excerpts from Coast Pilot)

Bonneville, on the Oregon side at Mile 126 (145), is the headquarters of the U.S. Army Corps of Engineers in charge of the Bonneville Lock and Dam.

Bonneville Lock and Dam, 126.3 (145.3) miles above the mouth of the Columbia River, is in four parts. Powerhouse No. 2 is between the Washington shore and Cascade Island; the spillway is between Cascade Island and Bradford Island; Powerhouse No. 1 and the old lock are between Bradford Island and Robins

Island; and the new lock is between Robins Island and the Oregon shore. The new navigation lock has a vertical lift of about 59 feet, a width of 86 feet and a length of 675 feet. Overhead power cables over the lock have

a clearance of 210 feet. The old lock has been placed in mothball status. Restricted areas are above and below the spillway and powerhouse. (See **207.718**, chapter 2, for information concerning use, administration, and navigation of Bonneville Lock and Dam.)

The strong current toward the powerhouse makes it difficult to approach Bonneville Lock from upstream, particularly if the lock is approached at an angle and if a turn is to be executed in time to avoid an accident. Therefore, all craft approaching the lock from the E and pushing one or more barges should steer as close to the Oregon mainland shore as safety will permit, should be in line with the lock upon reaching the E end of the guide wall, and should continue at a steady but reduced speed if the lock is prepared for entrance and the signal for entrance has been given.

From Bonneville to The Dalles, the channel is through the pool created by Bonneville Dam, which extends 40 (46) miles to The Dalles Dam.

Depths and overhead clearances are at **normal pool level**.

Although there is deep water in much of the pool, the controlling depth to The Dalles Dam navigation lock is about 20 feet. The channels are marked by aids to navigation.

An overhead power cable with a clearance of 190 feet crosses the river 1 (1.1) mile above the dam.

Tugs use the dolphins on the S side of the river 1.2 (1.5) miles above the lock for mooring and shifting barges and log rafts. Small craft can find refuge in the mouth of **Eagle Creek**, 0.6 (0.7) miles above the lock, if the creek is not in flood.

The Dalles is on the Oregon side of Columbia River, 39 (44.8) miles above the Bonneville Dam. River traffic, between the town and Vancouver, consists mainly of petroleum products and general freight bound upstream, and wheat, wool, and rafted logs bound downstream. A small-boat mooring basin with a breakwater and sheer boom protection is just E of the city wharf. Depths inside are 4 to 8 feet. The basin has a small-craft launching ramp. Gasoline, ice, and marine supplies are available. Engine repairs can be made.

The Dalles Lock and Dam, 40 (46) miles above Bonneville Dam, has a single lift lock with a vertical lift of about 87.5 feet. **Restricted areas** are above and below the dam. (See **207.718**, chapter 2, for information concerning use, administration, and navigation of The Dalles Lock and Dam.) **Lake Celilo**, the pool created by The Dalles Dam, provides slack water navigation with a controlling depth of about 14 feet for 22 (25.3) miles upstream to the John Day Dam. Depths and overhead clearances are at **normal pool level**.

Ice.—Ice occasionally interferes with navigation for 2 weeks or more, usually in January or February.

A railroad bridge, 7 (8.1) miles above The Dalles Dam, has a lift span with clearance of 20 feet down and 79 feet up. bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ-9048. (See **117.1 through 117.59** and **117.869**, chapter 2, for drawbridge regulations.)

The **Celilo Park** basin 7.7 (8.9) miles above The Dalles Dam, offers shelter to small boats, but there are no facilities except a launching ramp. The entrance to the basin is marked by a light.

At **Miller Island**, 10.5 (12) miles above The Dalles Dam, the N and S channels are marked by ranges. The main channel is along the N side of the island; however it is reported that the S channel is more frequently used. In 1994, submerged obstructions with depths of 1 to 3 feet were reported in the S channel in about 45°38'17"N., 120°54'56"W. and 45°38'14"N., 120°54'54.5"W.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

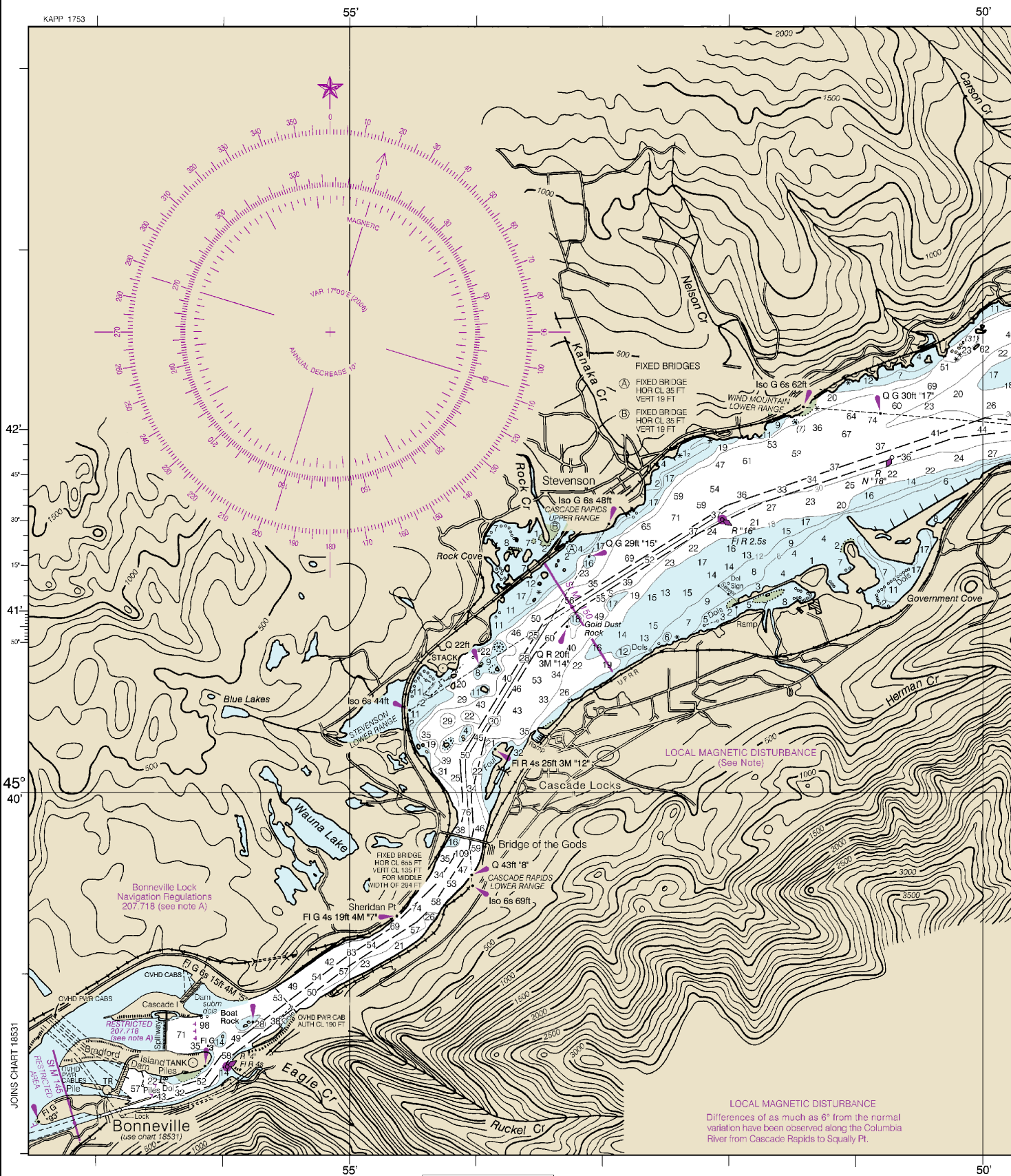
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



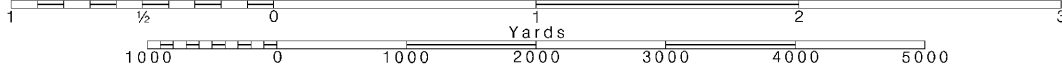
Joins page 8

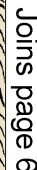
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

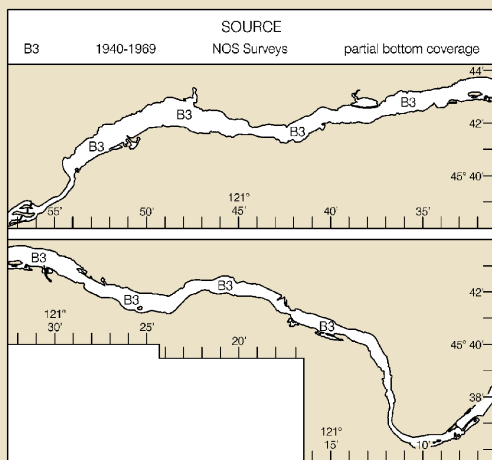
SCALE 1:40,000
Nautical Miles

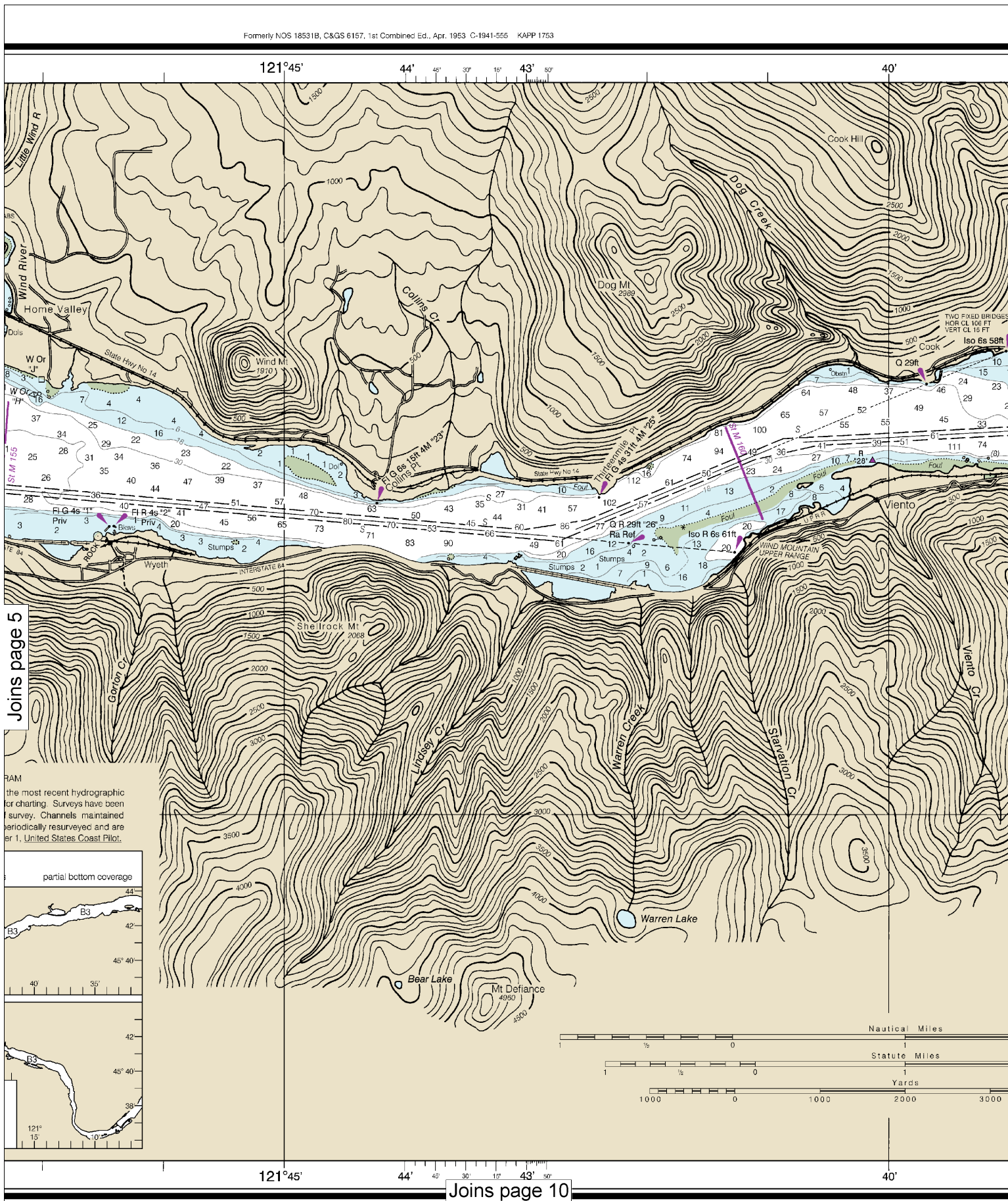
See Note on page 5.





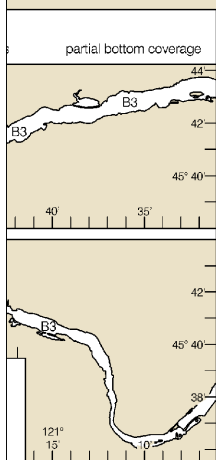
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.





Joins page 5

RAM
the most recent hydrographic
for charting. Surveys have been
survey. Channels maintained
periodically resurveyed and are
er 1, United States Coast Pilot.



Joins page 10

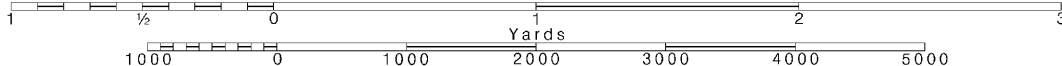
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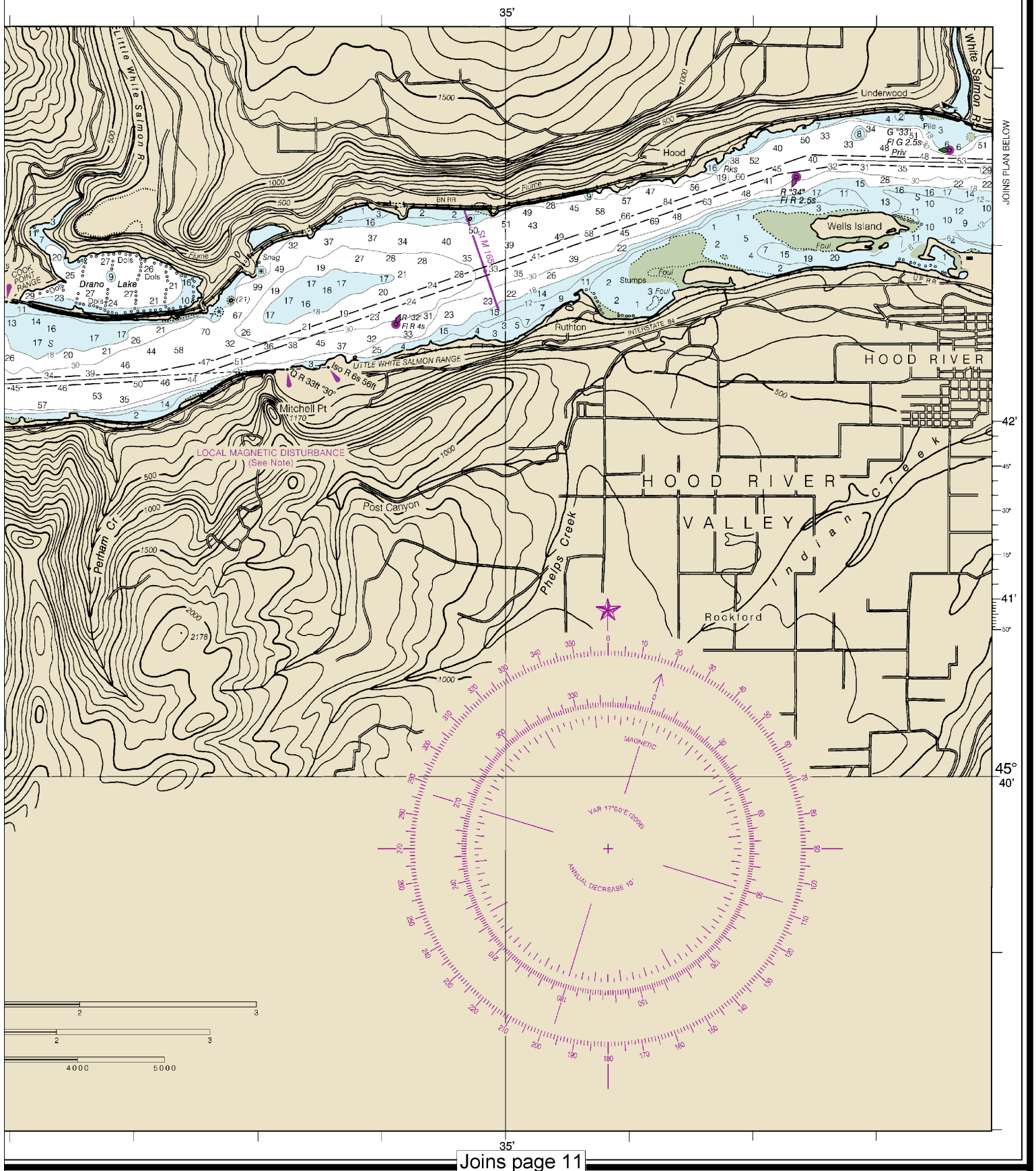
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

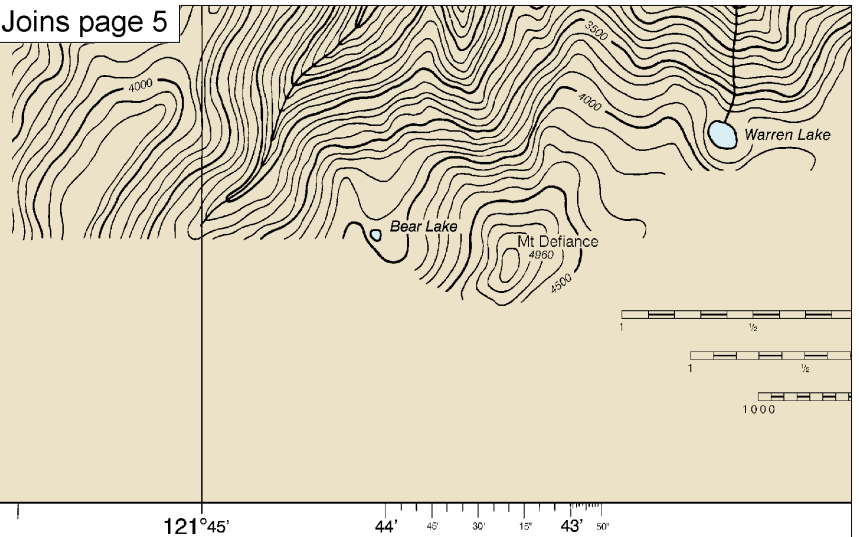
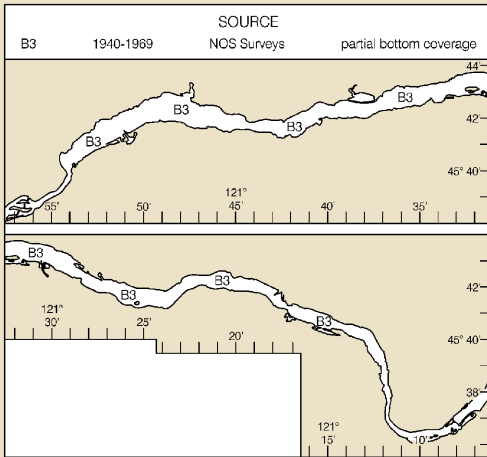
See Note on page 5.





not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

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121° 45'

44' 45' 30' 15' 43' 50'

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Woodland, WA WNG-604 162.525 MHz

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

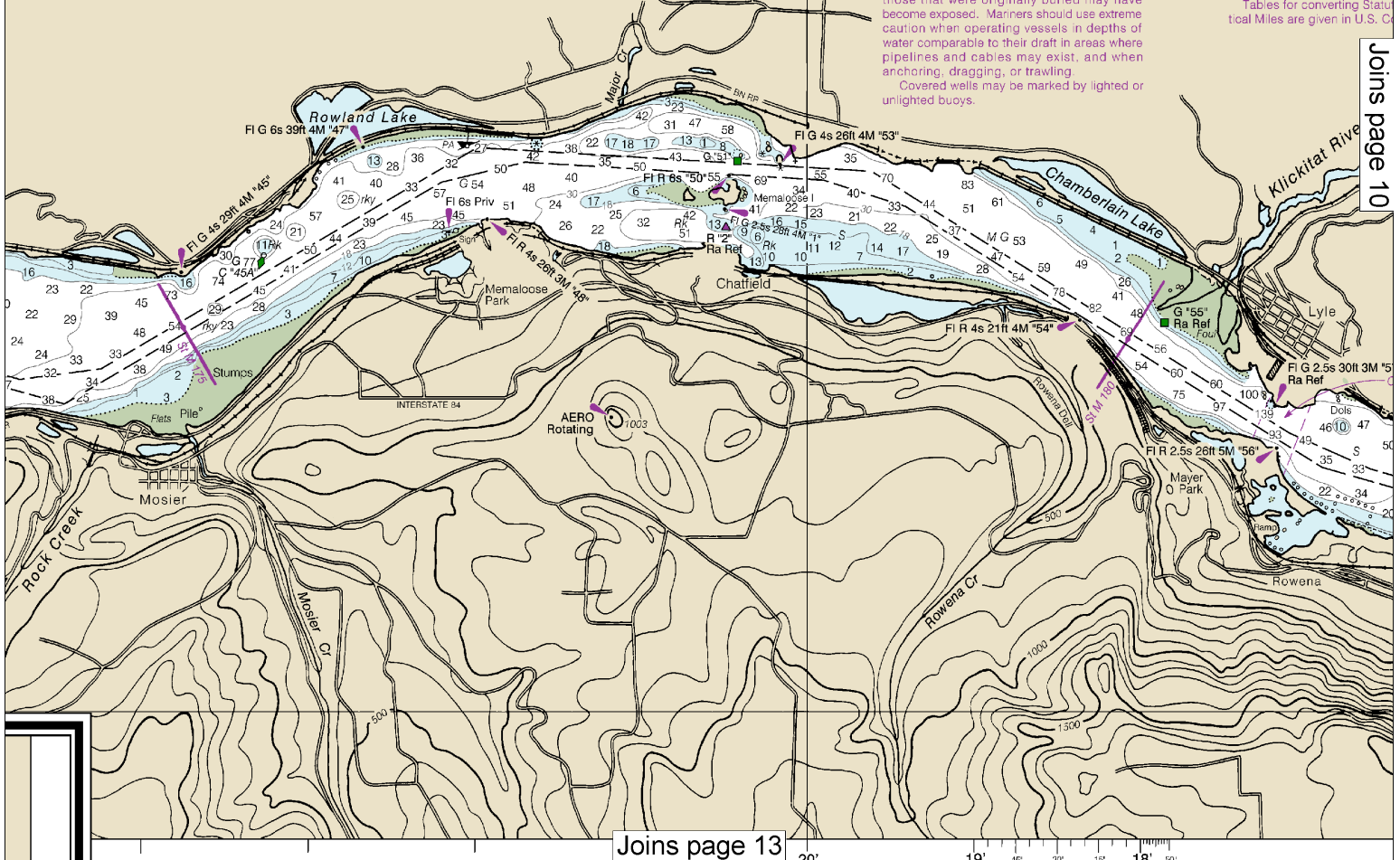


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

NOT
Navigation regulations are Coast Pilot 7. Additions or revisions in the Notice to Mariners regulations may be obtained at 13th Coast Guard District in Seattle, Washington. Refer to charted regulations.

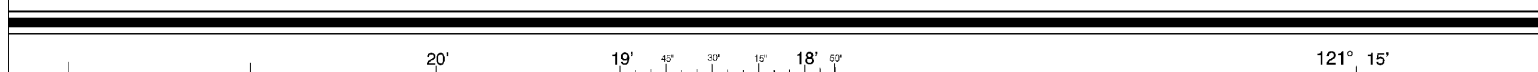
COLUMBIA
Distances along the Columbia are measured eastward from the mouth of the river. Tables for converting Statistical Miles are given in U.S. Coast Pilot 7.

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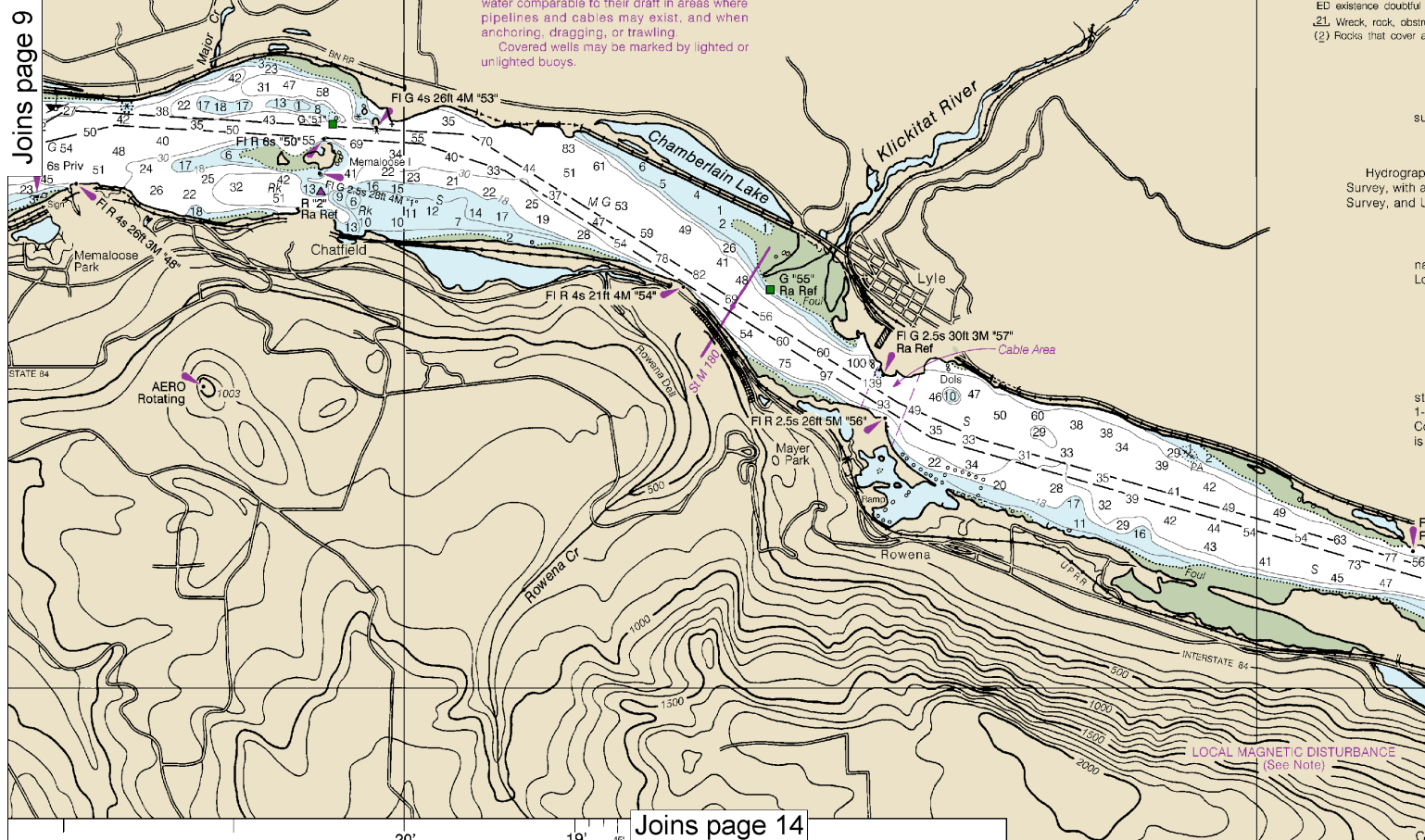


Joins page 13

20' 19' 45' 30' 15' 18' 50'



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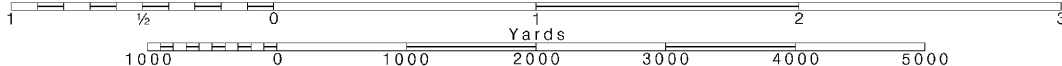


Note: Chart grid lines are aligned with true north.

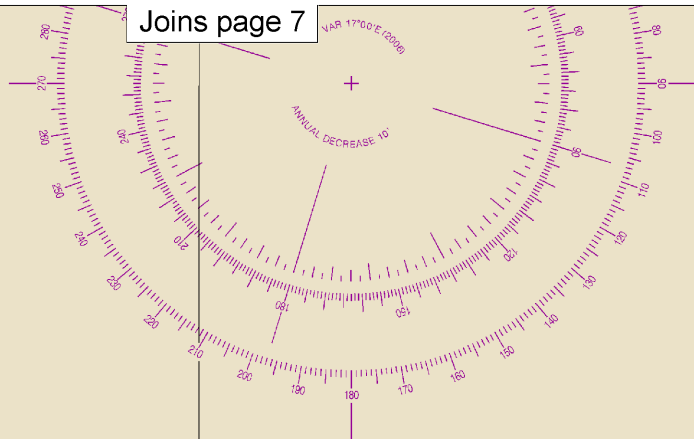
Printed at reduced scale.

— SCALE 1:40,000 —
Nautical Miles

See Note on page 5.



Joins page 7



35'

10'

Complete list of Symbols and Abbreviations, see Chart No. 1.)
 white unless otherwise indicated:

G green	Mo morse code	R TR radio tower
IQ interrupted quick	N nun	Rot rotating
Iso isophase	OBSC obscured	s seconds
LT HO lighthouse	Oc occulting	SEC sector
M nautical mile	Or orange	St M statute miles
m minutes	Q quick	VQ very quick
MICRO TR microwave tower	R red	W white
Mkr marker	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow
Co coral	gy gray	Oys oysters
G gravel	h hard	so soft
Gr's grass	M mud	Sh shells
		sy sticky
Obstr obstruction	PD position doubtful	Subm submerged
PA position approximate	Rep reported	

struction, or shoal swept clear to the depth indicated.
 and uncover, with heights in feet above datum of soundings.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important
 supplemental information.

AUTHORITIES

phy and topography by the National Ocean Service. Coast
 additional data from the Corps of Engineers, Geological
 U.S. Coast Guard.

CAUTION

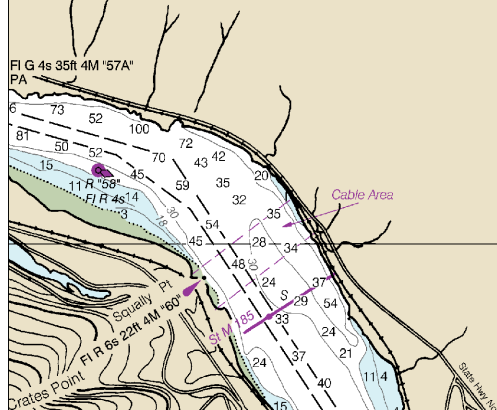
Temporary changes or defects in aids to
 navigation are not indicated on this chart. See
 local Notice to Mariners.

HEIGHTS

Heights in feet above Mean High Water.

POLLUTION REPORTS

Report all spills of oil and hazardous sub-
 stances to the National Response Center via
 1-800-424-8802 (toll free), or to the nearest U.S.
 Coast Guard facility if telephone communication
 is impossible (33 CFR 153).



UNITED STATES - WEST COAST OREGON AND WASHINGTON

COLUMBIA RIVER BONNEVILLE TO THE DALLES

Mercator Projection
 Scale 1:40,000 at Lat 45° 41'

North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET

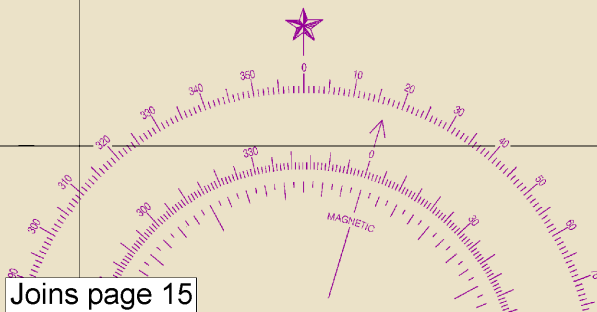
Additional information can be obtained at nauticalcharts.noaa.gov.

Soundings and clearances of bridges and
 overhead cables are referred to normal pool
 level of Bonneville reservoir which is 72 feet
 above mean sea level.

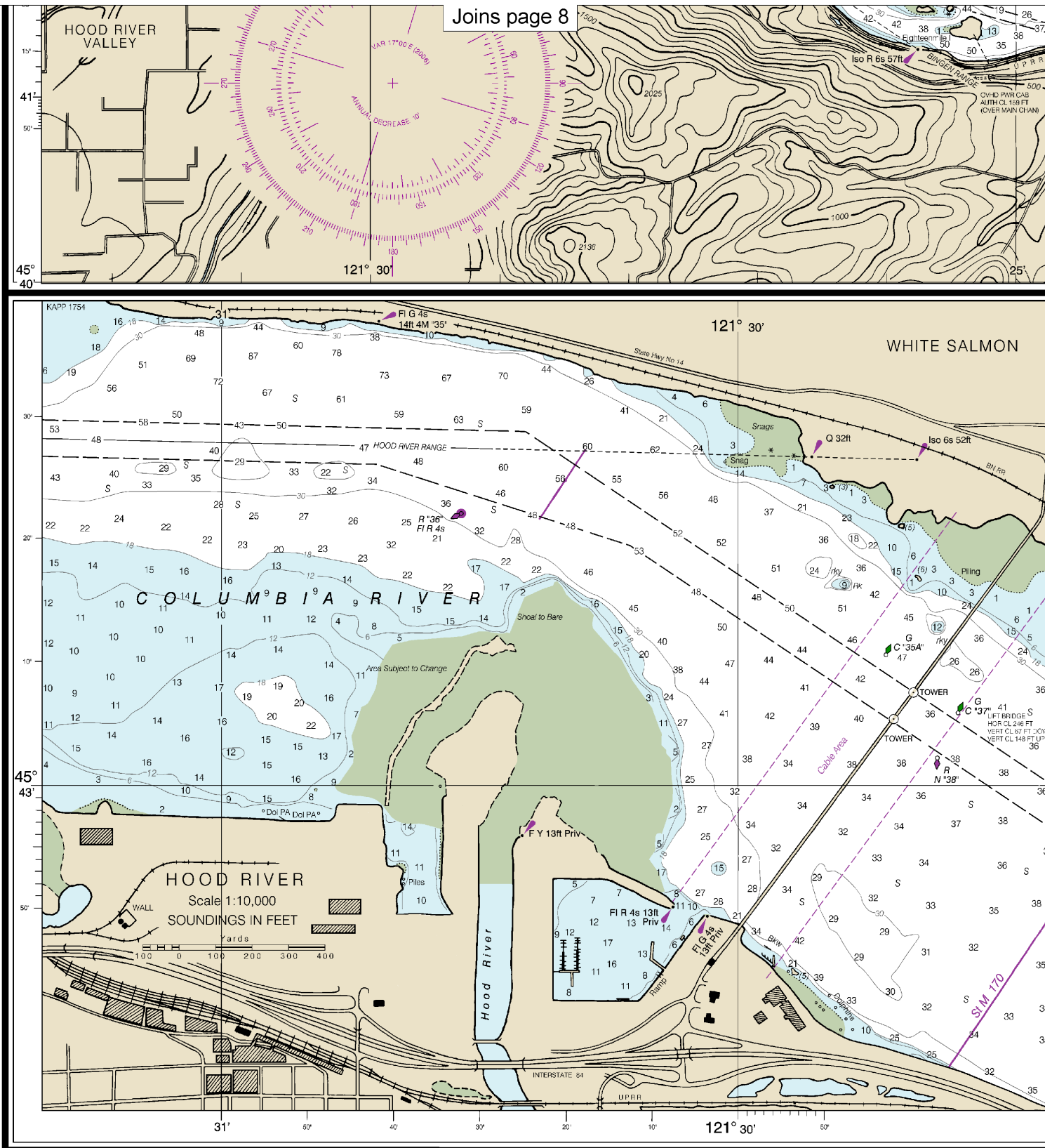
HORIZONTAL DATUM

The horizontal reference datum of this chart
 is North American Datum of 1983 (NAD 83), which
 for charting purposes is considered equivalent
 to the World Geodetic System 1984 (WGS 84).
 Geographic positions referred to the North
 American Datum of 1927 must be corrected an
 average of 0.570" southward and 4.302" westward
 to agree with this chart.

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Joins page 8



18532

21st Ed., May 2006. Last Correction: 11/28/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

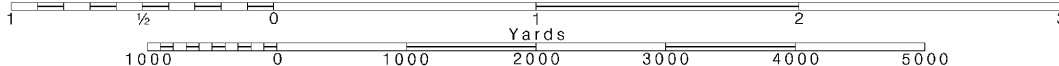
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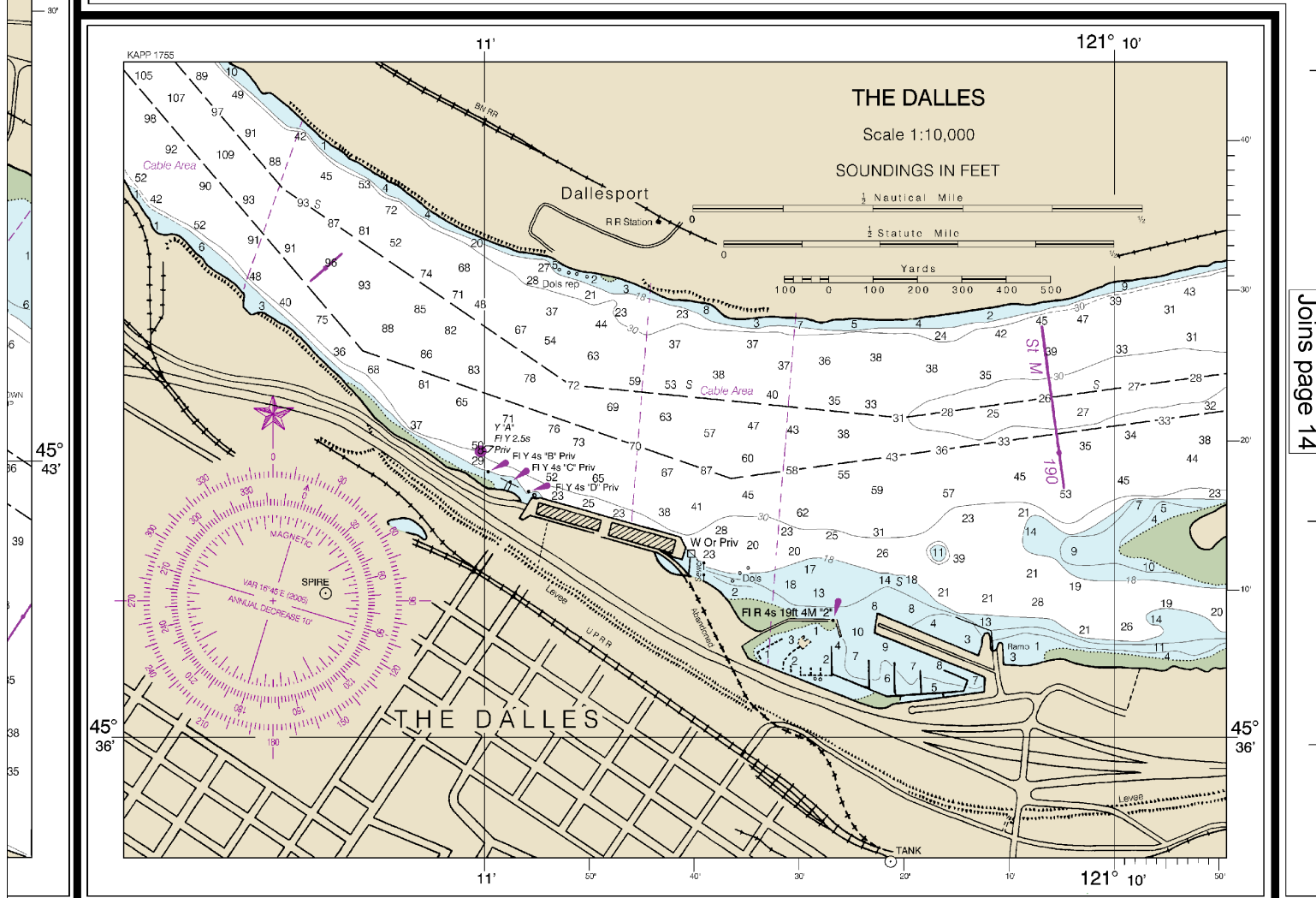
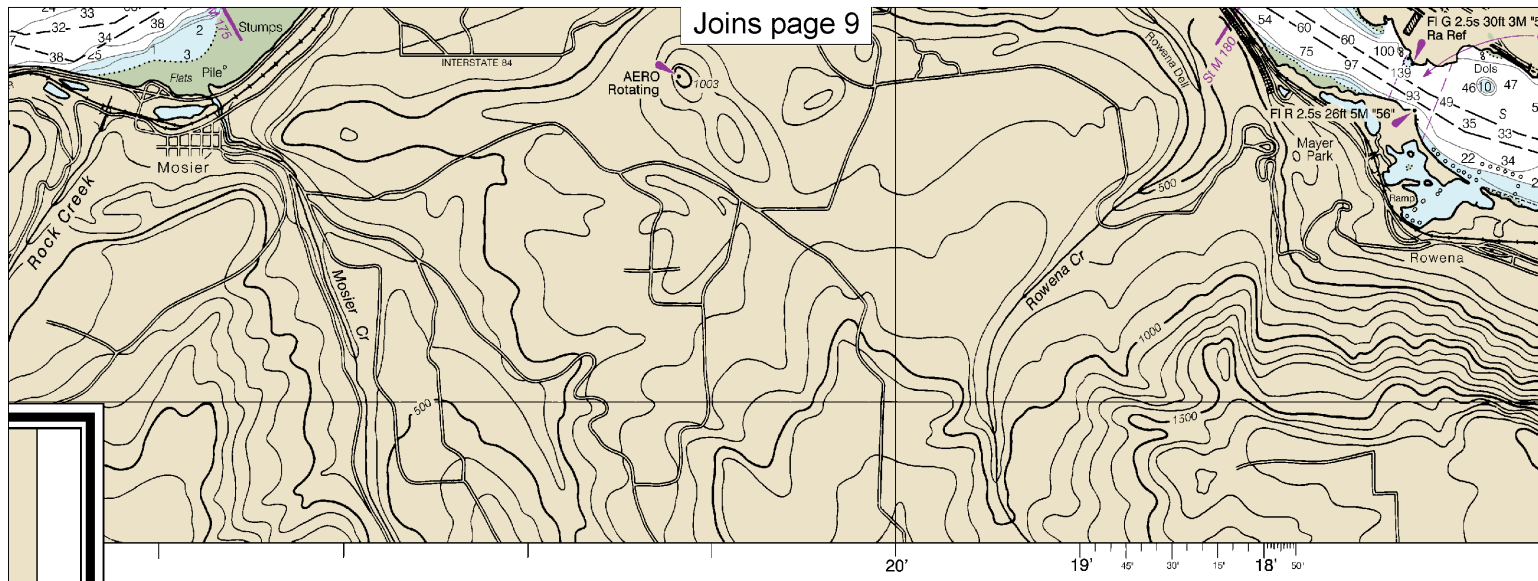
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

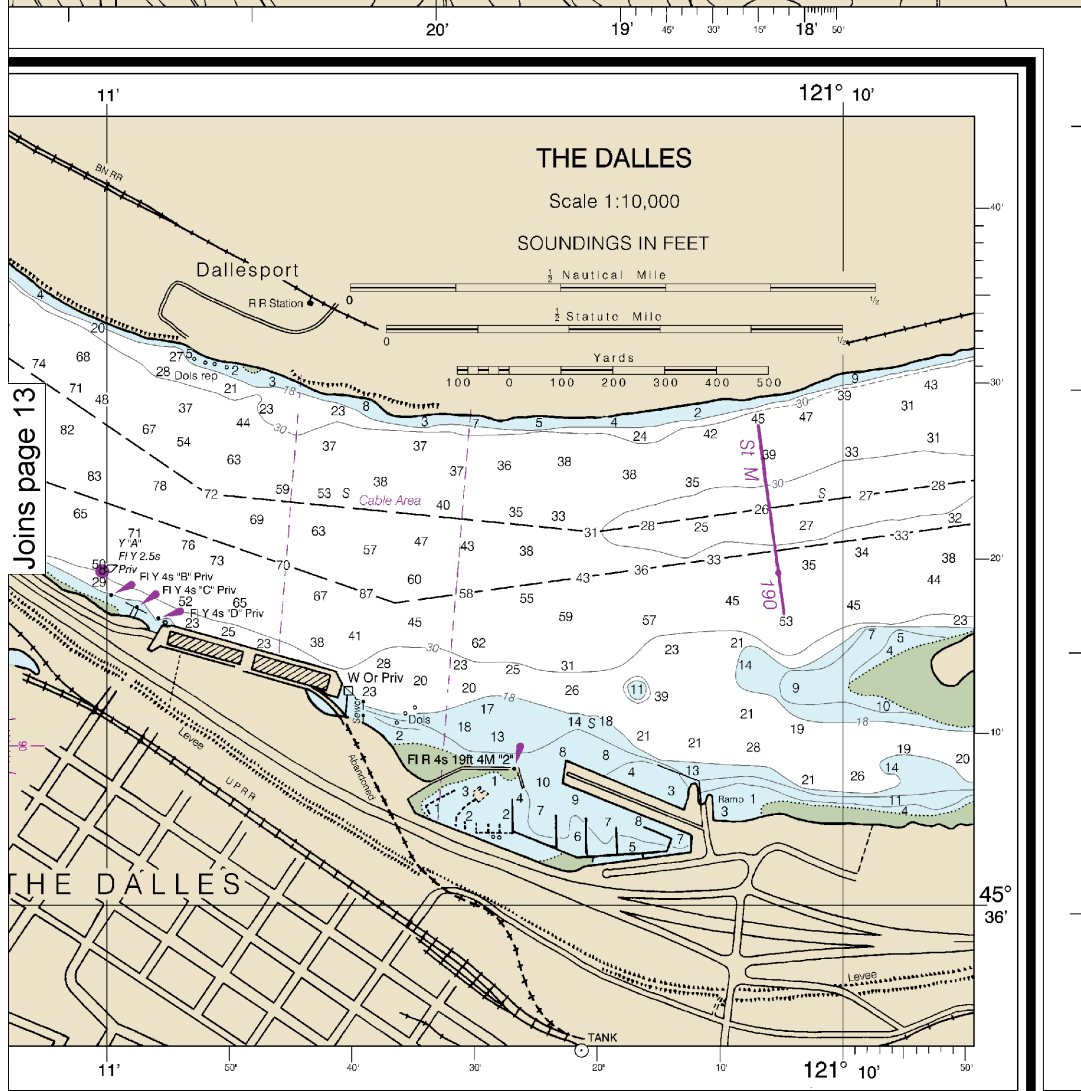
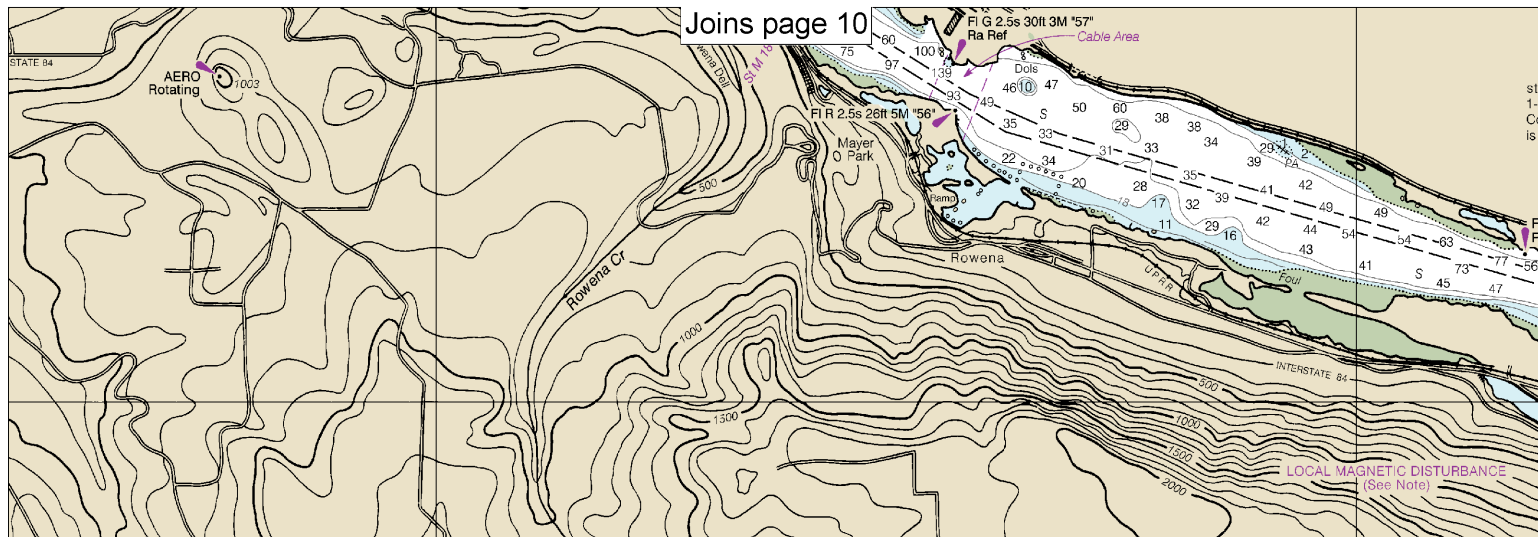




SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

The prudent
to navigation, p
Guard Light List



IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

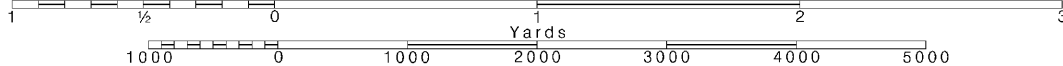
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

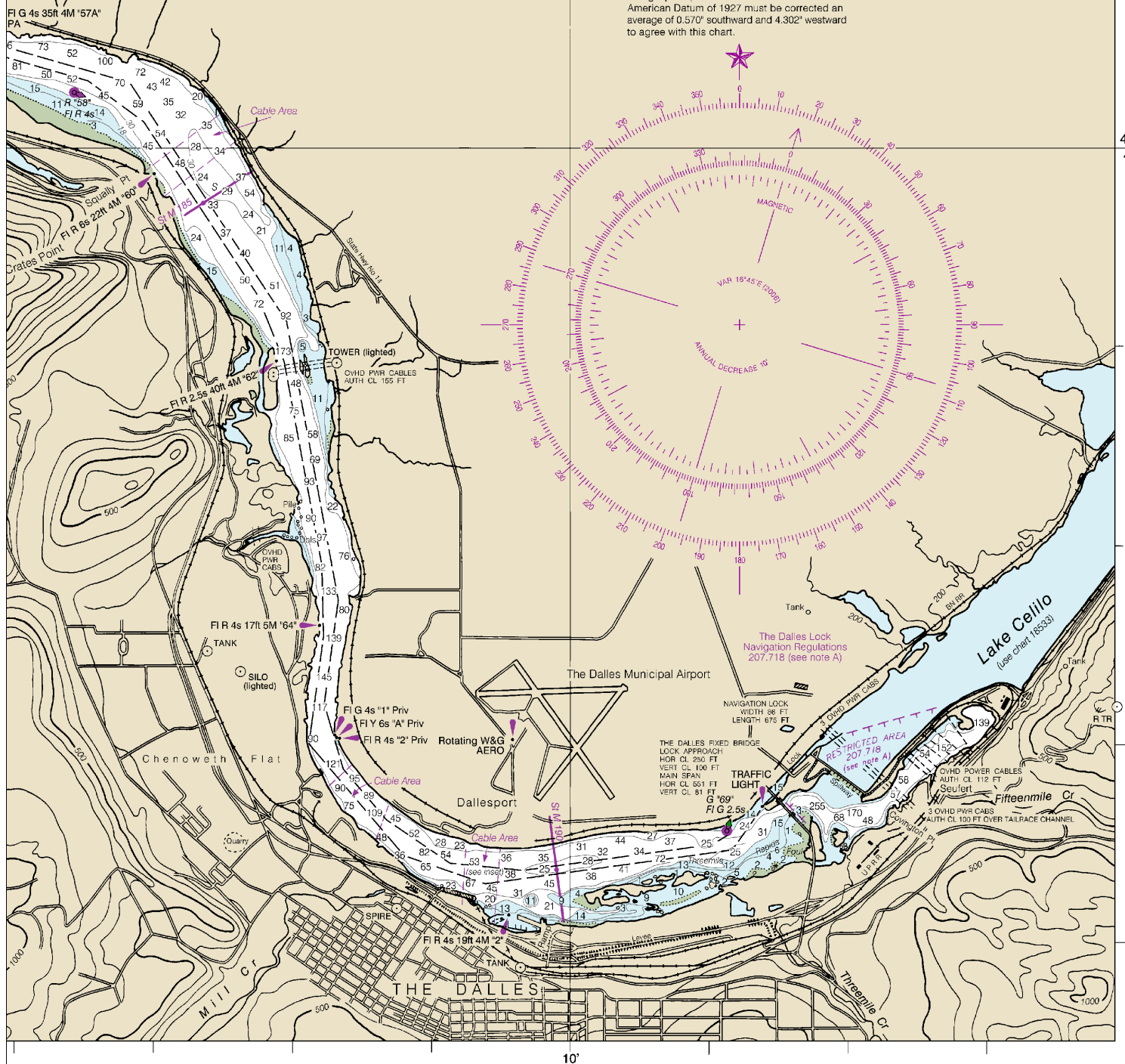


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Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.570" southward and 4.302" westward to agree with this chart.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Columbia River, Bonneville to The Dalles
SOUNDINGS IN FEET - SCALE 1:40,000

18532



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.